

# The Hongkong Telegraph.

(ESTABLISHED 1861.)

NEW SERIES No. 4501.

日七初月二年十三緒光

WEDNESDAY, MARCH 23, 1904.

三拜禮

號三十月三英港香

\$30 PER ANNUM.  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,320,000

Head Office:—YOKOHAMA.

Branches and Agencies:  
TOKIO. KOBE.  
NAGASAKI. LONDON.  
LYONS. NEW YORK.  
SAN FRANCISCO. HONOLULU.  
BOMBAY. SHANGHAI.  
TIENTSIN. NEWCHOWANG.  
PEKING.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH:—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent.  
On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th March, 1904. [21]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$16,500,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$6,500,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. DICKSON, Esq., N. A. SIEBS, Esq.

E. GOETZ, Esq., H. W. SLADE, Esq.

A. HAUPT, Esq., C. A. TOMES, Esq.

H. SCHUBERT, Esq., E. S. WHEELER, Esq.

E. SHILLIM, Esq.

CHIEF MANAGER:  
Hongkong—J. R. M. SMITH.

Shanghai—H. M. BEVIS.

LONDON BANKERS:—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG:—INTEREST ALLOWED:  
On Current Account at the rate of 2 per cent.

On fixed deposits for 12 months at 5 per cent.

On fixed deposits for 6 months at 4 per cent.

On fixed deposits for 3 months at 3 per cent.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 20th February, 1904. [22]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [23]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... " 324,371

HEAD OFFICE:—HONGKONG.

Board of Directors:—  
Chan Kit Shan, Esq., J. Focke, Esq.  
Creasy Ewens, Esq., G. C. Moxon, Esq.

Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %

Hongkong, 4th February, 1904. [24]

### THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE:—SHANGHAI.

BOARD OF DIRECTORS:—BERLIN.

BRANCHES:—Canton, Hankow, Tientsin, (Kiautschow)

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SONS,  
UNION OF LONDON AND SMITHS BANK, LTD.  
DEUTSCHE BANK (BERLIN), LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [25]

### TO LET.

NO. 1, RIFON TERRACE IN FLATS.

No. 4, RIFON TERRACE.

No. 17, WONG NEI CHONG ROAD, facing Race Course.

FLATS IN MORTON TERRACE, facing Polo Ground.

OFFICES in course of erection, CONNAUGHT ROAD (near BLAKE PIER).

GODOWN No. 34, BLUE BUILDINGS.

GODOWNS: PRAYA EAST.

No. 10, MACDONNELL ROAD.

Apply to:  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 11th March, 1904. [26]

### TO LET.

NO. 71, WYNDHAM STREET.

CHEAPEST HOUSES IN THE COLONY.

MORRISON HILL GAP ROAD. Nice Houses, 4 Rooms, Bath Rooms, Out-houses and Verandahs. Only \$40 inclusive of Taxes.

WILD DELL BUILDINGS, No. 147, WANCHAI ROAD. Comfortable and Airy Flats of 2 or 3 Rooms, from \$25 inclusive of Taxes. And others to suit various requirements.

S. A. SETH,  
Land and Estate Broker,  
Dairy Farm Co., Ltd.

Hongkong, 26th February, 1904. [27]

### HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [28]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	{ SIMLA ..... F. R. Summers.....	Noon, 26th March	See Special Advertisement.
SHANGHAI.....	{ BENGAL ..... G. Philipp.....	About 26th March	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES .....	{ JAVA ..... S. Barcham.....	About 30th March	Freight and Passage.
YOKOHAMA via SHANGHAI, MOJI and KOBE. (Passing through the Inland Sea).	{ FORMOSA ..... B. H. W. Snow.....	About 5th April	Freight and Passage.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 22nd March, 1904. [4]

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PREUSSEN .....	WEDNESDAY, 30th March.
HAMBURG .....	WEDNESDAY, 13th April.
PRINZ HEINRICH .....	WEDNESDAY, 27th April.
OLDENBURG .....	WEDNESDAY, 11th May.
BAYERN .....	WEDNESDAY, 25th May.
SACHSEN .....	WEDNESDAY, 8th June.
ZIETEN .....	WEDNESDAY, 22nd June.
SEYDLITZ .....	WEDNESDAY, 6th July.
PRINZ REGENT LUITPOLD .....	WEDNESDAY, 20th July.
RUON .....	WEDNESDAY, 3rd August.

\* Steamer of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 30th day of March, 1904, at Noon, the Steamship "PREUSSEN," of the NORDDEUTSCHER LLOYD, Captain E. Prehn, with MAILED, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA. Shipping Orders will be granted till NOON, on MONDAY, the 28th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th March, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th March. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

Hongkong, 16th March, 1904. [3]

## Intimations.

### GOLD REEF BRAND

# Pure Cream.

See future announcements.

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms.

Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

### MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

Wm. FARMER,  
Proprietor.

## Intimations.

### Bovril is Strength.

In these days of increased commercial activity strength and perfect health are needed more than ever. Bovril taken regularly is most strengthening and sustaining. It keeps the system in the very pink of condition.



JAPAN



COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDING, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chafoc, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohioten, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong

### H. PRICE & CO.

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [41]

### AQUARIUS.

A PERFECT TABLE WATER

MADE FROM

PURE TREBLE DISTILLED WATER.



Telephone No. 75.

CALDBECK, MACGREGOR & CO.,

GENERAL MANAGERS,

15, Queen's Road.

Hongkong, 5th March, 1904. [42]

### INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

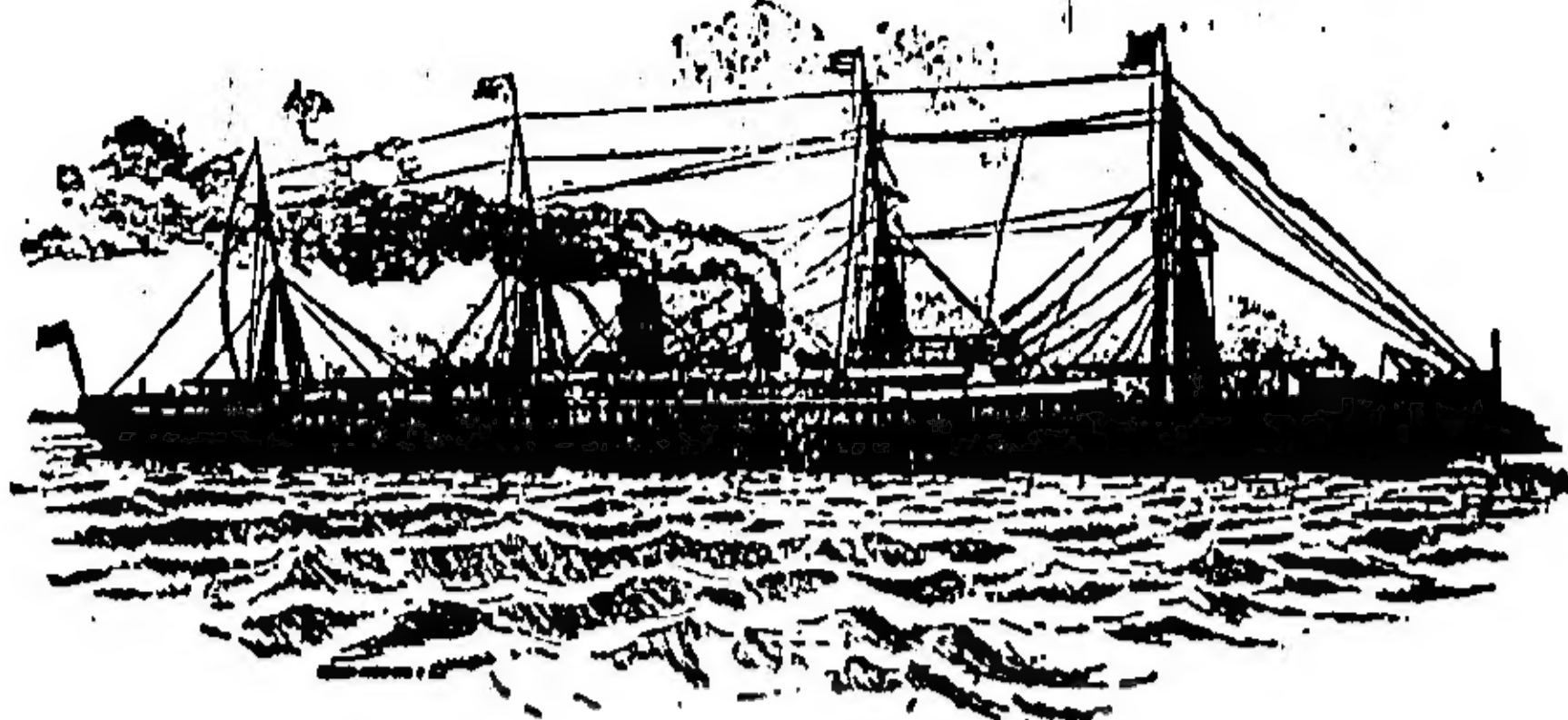
BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,  
CONNAUGHT HOUSE

[43]

## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"CHINA"	5,060 Gross Tons...	TUESDAY, 5th April, at Noon.
"DORIO"	4,784 "	THURSDAY, 14th April, at Noon.
"SIBERIA"	11,284 "	SATURDAY, 30th April, at Noon.
"COPTIO"	4,352 "	SATURDAY, 7th May, at Noon.
"KOREA"	11,276 "	TUESDAY, 24th May, at Noon.
"CAELIO"	4,305 "	THURSDAY, 2nd June, at Noon.
"AMERICA MARU"	6,307 "	SATURDAY, 11th June, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1903; 10 days, 15 hours.

THE P. M. Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 5th April, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

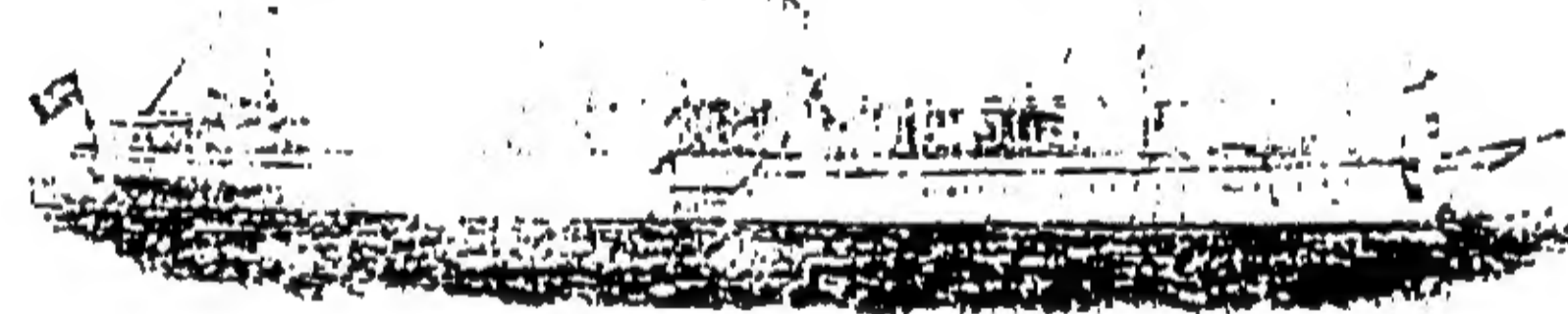
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 21st March, 1904.

CANADIAN PACIFIC RAILWAY COY.'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).  
R.M.S. "EMPRESS OF CHINA" 6,000 Tons... WEDNESDAY, 30th March.  
"EMPRESS OF INDIA" 6,000 " ... WEDNESDAY, 20th April.  
"ATHENIAN" 3,882 " ... WEDNESDAY, 27th April.  
"EMPRESS OF JAPAN" 6,000 " ... WEDNESDAY, 11th May.  
"TARTAR" 4,425 " ... SATURDAY, 21st May.  
Hongkong to London, 1st Class... via St. Lawrence 660. Via New York 662.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail... 640. 642.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal ports and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,  
9, Pedder's Street.

Hongkong, 9th March, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

## PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ABESSINIA	ST. NAZAIRE, HAVRE & HAMBURG.	2nd April.	Freight.
BRISGAVIA	(Calling at SINGAPORE and COLOMBO). HAMBURG.		
Schlike	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.	12th April.	Freight.
SUEVIA	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.	25th April.	Freight.
von Döhren	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.	3rd May.	Freight.
ARTEMISIA	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.	17th May.	Freight.
Grönemeyer	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.	31st May.	Freight and Passengers.
MARBURG	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.		
Stern	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.		
STRASSBURG	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.		
Madsen	(Calling at SINGAPORE and COLOMBO). HAVRE & HAMBURG.		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 16th March, 1904.

GO TO THE  
**KOWLOON HOTEL,**  
KOWLOON. J. W. OSBORNE,  
Proprietor and Manager.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAN,"	2,363 tons,	Captain R. D. Thomas.
"POWAN,"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN,"	2,260 "	W. A. Valentine.
"HANKOW,"	3,073 "	C. V. Lloyd.
"KINSHAN,"	2,860 "	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted) and at 5:30 P.M. and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M., 2:30 P.M. and 5:30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at 2 P.M. and on Sundays at 12:30 P.M.  
Departures from Macao to Hongkong daily at 8 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7:30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain B. Branch.  
"NANNING," 569 " " C. Buchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 23rd March, 1904.

## JAVA-CHINA-JAPAN LINE.

HEAD AGENT: R. BISSCHOP.

3, DUDDELL STREET,  
HONGKONG.

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS	JAVA and MACASSAR	Second half of March	JAPAN	Second half of March
TJILATJAP	Do.	Second half of April	JAPAN	Second half of April
TJIMAN	JAPAN	First half of April	SINGAPORE & JAVA PORTS	First half of April

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.  
For Particulars of Freight and Passage, apply to

THE AGENTS,  
THE HOLLAND-CHINA TRADING CO.

Telephone No. 201,  
Hongkong, 18th March, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
No. 4, 108 HOUSE STREET,  
Between Queen's Road and Des Voeux Road.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

## EYE-SIGHT.



MR. N. LAZARUS

May be personally consulted for SPECTACLES.

No charge for testing the eyes.

Glasses and frames of all kinds and qualities.

Prices from \$2 upwards.

16, QUEEN'S ROAD, CENTRAL.

Hongkong, 6th November, 1903.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. O. (4th).

Yokohama, May 11th, 1903.

[G]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[32]

IN THE SUPREME COURT OF  
HONGKONG.

PROBATE JURISDICTION.

IN THE GOODS OF HO MUI SZ, OTHER  
WISE HO LIN SHING, LATE OF  
VICTORIA, HONGKONG, Deceased.

TENDERS will be received by the Under-  
signed, at the Registry of the Supreme  
Court House until Noon of WEDNESDAY,  
the 30th March, 1904, for the purchase of the  
Business of the 1 WO Pawnshop, of No. 86,  
Hollywood Road, Victoria aforesaid, including  
the GOODWILL, STOCK-IN-TRADE,  
SIGNBOARD, BOOK DEBTS, FURNI-  
TURE and effects therein.

Every Tender shall be accompanied by a  
Deposit of \$1,000, which sum will be forfeited  
if the person fails or refuses to carry out his  
Tender should the Tender be accepted.

The Undersigned does not bind himself to  
accept the highest or any Tender.  
For further particulars, apply at the  
Messrs. EWENS & HARTSON, Solicitors, No. 1,  
Queen's Road Central.

Dated 18th March, 1904.

ARATHOON SETH,  
Official Administrator.

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## HONGKONG FOOTBALL CLUB.

THE ANNUAL DINNER will be held in  
the HONGKONG HOTEL on SATUR-  
DAY, 26th March, at 7.45 for 8 P.M. Members  
who wish to be present are requested to send  
in their names to the undersigned at the  
CHARTERED BANK, not later than THURS-  
DAY, 24th instant.

H. F. CHARD,  
Hon. Secretary.

Hongkong, 16th March, 1904.

GREEN ISLAND CEMENT COMPANY,  
LIMITED.

THE FIFTEENTH ORDINARY AN-  
NUAL MEETING OF SHAREHOLDERS  
in the Company, will be held in the  
Office of the General Managers, No. 14, Des  
Voeux Road, Victoria, on WEDNESDAY,  
6th April, at 11.30 A.M. for the purpose of  
receiving Statement of Accounts and the Report  
of the General Managers for the year ending  
31st December, 1903, declaring a Dividend and  
electing a Consulting Committee and Auditors.  
The TRANSFER BOOKS of the Company  
will be CLOSED from Saturday, 2nd April,  
at 1 P.M., until Wednesday, 6th April.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 19th March, 1904.

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WINDSOR GARDEN  
AND RESTAURANT,  
WONG-NEL-CHONG ROAD,  
(HAPPY VALLEY),  
Past the Race-Course.

UNDER EUROPEAN MANAGEMENT.

MEALS and REFRESHMENTS  
are served in style at reasonable prices,  
and the  
Attendance will be found satisfactory.

PARTIES' DINNERS, PICNICS, &c.,  
can always be arranged for through the  
Manager.

The Scenery of and the View from the  
Garden would be hard to beat, and many  
customers have called it the loveliest spot in  
Hongkong.

Come once and you will come again.  
JACOBS & HUBER,  
Proprietors.

Hongkong, 17th March, 1904.

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GREEN ISLAND CEMENT COMPANY,  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 ex Factory.  
In Bags of 250 lbs. net \$2.85 ex Factory.

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 19th August, 1903.

[D]

CHINA SUGAR REFINING COMPANY,  
LIMITED.

## NOTICE.

THE TWENTY-SIXTH ORDINARY  
ANNUAL MEETING OF SHARE-  
HOLDERS of the Company will be held at the  
Offices of the General Agents TO-MORROW,  
the 24th March, at NOON, for the purpose  
of receiving the Report and Statement of  
Accounts for the year ending 31st December,  
1903.

The TRANSFER BOOKS of the Company  
will be CLOSED from 11th to 24th March,  
both days inclusive.  
JARDINE, MATHESON & Co.,  
General Agents.

Hongkong, 23rd March, 1904.

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LUZON SUGAR REFINING COMPANY,  
LIMITED.

THE TWENTY-SECOND ORDINARY  
ANNUAL MEETING OF THE SHARE-  
HOLDERS of the Company will be held at the  
Offices of the General Agents, Peddar's  
Street, TO-MORROW, the 24th March, at  
1.30 P.M., for the purpose of receiving the  
Report and Statement of Accounts to 31st  
December, 1903.

The TRANSFER BOOKS of the Company  
will be CLOSED from 11th to 24th March, both  
days inclusive.

JARDINE, MATHESON & Co.,  
General Agents.

Hongkong, 23rd March, 1904.

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THE CHINESE INSURANCE COMPANY,  
LIMITED.

(IN LIQUIDATION).

NOTICE is hereby given that a GENERAL  
MEETING of the above-named Com-  
pany will be held at the Office of the Hon.  
P. CHATER, C.M.G., Victoria Buildings,  
Queen's Road, at 3 o'clock in the afternoon on  
SATURDAY, the 26th day of March, when the  
Liquidator will lay before the Shareholders  
Final Report together with the Statement of  
Accounts to 31st December, 1903, and the  
following Resolution will be proposed, viz.—  
To those Shareholders who make a written  
application to the Liquidator, Mr. J. Goosmann,  
on or before the 2nd day of April,  
1904, \$1 (Dollar One), or a fraction of  
same, will be returned per Share, and any  
Balance remaining after payment of  
Auditor's Fee, Printing and Petty Ex-  
penses is to be transferred to the credit of  
the Liquidator.  
The Books of the Company are to remain in  
safe custody with Messrs. Melchers & Co.,  
and to be destroyed after two years from  
date.

J. GOOSMANN,  
Liquidator.

Hongkong, 10th March, 1904.

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CAMPBELL, MOORE AND COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTEENTH ORDINARY AN-  
NUAL MEETING OF SHARE-  
HOLDERS in the above Company will be  
held at the Company's Offices, No. 20, Queen's  
Road Central, on THURSDAY, the 31st  
March, 1904, at NOON, for the purpose of re-  
ceiving the Report and Statement of Accounts  
for the year ending 31st December, 1903.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 18th to the 31st  
March, both days inclusive.

By order of the Board,  
M. A. A. SOUZA,  
Secretary.

Hongkong, 14th March, 1904.

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HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

SHAREHOLDERS are hereby notified that,  
on and after This Date, they can obtain  
SCRIP CERTIFICATES for SHARES of the  
NEW ISSUE IN EXCHANGE for HONG-  
KONG AND SHANGHAI BANK RECEIPTS on  
Application at the REGISTERED OFFICES of  
the Company, Nos. 38 and 40, Queen's Road  
Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 15th February, 1904.

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Intimations.



A. S. WATSON & CO., LIMITED.

WATSON'S SEASONABLE SPECIALITIES.

WATSON'S BALSAM OF ANISEED

Gives immediate relief and quickly cures all cases of Cough, both in Adults and Children.

WATSON'S WHITE EMBROCATION.

Sportsmen will find this a first-rate remedy for Sprains and Bruises. In cases of Rheumatism, Chest Affections, and Pains in the limbs, its application has a most soothing and comforting effect.

WATSON'S OTTO OF ROSE COLD

CREAM is a pleasant cure for Sole Lips, and Rough and Chafed Skin.

A. S. WATSON & Co., LIMITED.

SOLE PROPRIETORS.

MANUFACTURING CHEMISTS.

ESTABLISHED 1841.

Hongkong, 19th March, 1904.

TELEPHONE NO. 115. CABLE ADDRESS "ACHEE," HONGKONG. A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO., 祥利廣, 17, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM, DINING-ROOM, and BED-ROOM FURNITURE. ELECTRO-PLATED, GLASS, and CHINA WARES. PASTEUR'S MICROBE-PROOF FILTERS, ROCHESTER LAMPS, WHITE TURKISH TOWELS, COUNTERPANES, COOKING RANGES, KITCHEN UTENSILS, and HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT. DEVELOPING and PRINTING UNDERTAKEN for AMATEURS. GOOD WORK. PROMPT RETURN.

Hongkong, 8th January, 1904.

CARMICHAEL AND CLARKE, CONSULTING ENGINEERS AND SHIPBUILDERS, SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.

A. B. C. Code, 4th Edition.

A. I. Code.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

NOTICE

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$13 per annum. The rates per quarter and per month, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On the 12th March, at Woodneuk, the wife of JAMES CAMPBELL KER, Esq., S. M. J., of Johnnie, of a daughter. On the 15th March, the wife of P. B. ESKY, Hankow, of a son. On the 18th March, to Dr and Mrs W. H. JEFFERYS, 4B, Minghorng Road, Shanghai, a daughter.

MARRIAGE.

On March 12th, at St. Andrew's Cathedral, Singapore, by the Venerable Archdeacon Dunckerly, HARRY ELPHICK, second son of Mrs. Dallen, Singapore, to DOROTHY HART, eldest daughter of Mrs D. R. Cowan, Singapore.

DEATHS.

14th March, at 2 Wilkie Road, BERTRAM GEORGE, dearly loved son of Mr. and Mrs. B. L. FROST, aged 9 weeks. At Seoul, Korea, on the 18th inst., ALFRED BURT STRIPING, aged 65. On the 18th March, at the General Hospital, Shanghai, ROBERT CRAWFORD, aged 63 years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, MARCH 23, 1904.

LOCAL AND GENERAL.

MAJ and Brev. Lieut.-Col. C. N. WATTS has been promoted to the rank of Lieut.-Colonel.

THE surveying vessel *Rambler* is to be recommissioned at Hongkong for further surveying service.

CAPT. H. S. PENNELL, V.C., who fought in the Tiah and Transvaal, has been ordered to join the Sherwood Foresters in the Far East.

VICEROY Tsen of Liang Kwang intends to negotiate a foreign loan of Tls. 200,000 which is to be sent to the new General Bureau for the training of troops.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:— Rev. T. Wright ... .. \$;

THE *Andromeda*, 16 guns, first-class cruiser, 11,000 tons, was commissioned at Portsmouth on March 1 for the China Station, to take the place of the *Blenheim*, 12 guns, first-class cruiser, 9,000 tons.

THE *Argonaut* was paid off at Chatham on 16th ult., after three and three-quarter years' active service on the China Station. She is to be refitted at the Fairfield Shipbuilding Company's works at Govan.

THE Nanking correspondent of the *N. C. D. News*, writing on 17th instant, says that the southern capital is at last to be supplied with pure water, an engineer having already arrived from New York who is making plans to drive or bore a well to any reasonable depth up to 1,500 feet.

THE steamer *Yut Shing* has completed a successful trial trip off the Tyne and sailed for Cardiff, where she will load before proceeding to her station. This vessel has been built by Messrs. Swan, Hunter and Wigham Richardson (Ltd.) for the service of the Indo-China Steam Navigation Company. She has accommodation for both European and Chinese passengers. The engines, which are of the triple-expansion type, together with the boilers, have been constructed by the builders, and worked on the trial with entire satisfaction.

IN the Admiralty Division, before Mr. Justice Corell Barnes and Trinity Masters, the action, which arose out of a collision in Sea Reach, River Thames, between the steamships *Banffshire* and *Benamor*, was concluded on 16th ult. The casualty occurred on the afternoon of Feb. 5, 1902, when the *Banffshire* (James Wallace, master) was on a voyage from Melbourne to London with general cargo, and the *Benamor* (Archibald Wallace, master) was bound from London to the Straits Settlements, China, and Japan, with cargo and passengers. Both vessels sustained severe damage, and the *Benamor* had to be beached. Each side raised a plea of compulsory pilotage. The Court pronounced the *Benamor* alone to blame, and her owners liable for the damage.

A DEFINITE stage has now been reached in the organisation of the great floating Exhibition, which is to travel on a commercial missionary expedition from point to point in the Empire. The boat is ready and the date fixed. The Elder-Dempster liner *Lake Atlantic* is destined to perform this memorable cruise, and she will leave London on or about April 27. North, south, east, and west she will sail, freighted with the manufactures of great firms all over the United Kingdom, which will be object-lessons to show our Colonies that we can produce goods equal at any rate to those of Germany, France, and the United States. Foreign firms have shown great anxiety to be included, but the scheme is essentially all British. Soon, then, we shall be speeding this new ambassador on a voyage which should form an important link in the chain of Imperial consolidation and prosperity.—*L. & C. Express*.

IT is reported from home that there has been a serious fire in the Japanese steamer *Benamaru* at the Royal Albert Docks. No. 1 hold contained a quantity of valuable Japanese curios which would be seriously damaged by water.

ON Thursday afternoon on the Happy Valley the Hongkong Football Club will play the Navy, under Rugby rules. Kick-off at 4.30 p.m. The following will play for the Club:—H. Arthur, full back; A. Goodman, T. E. Pearce, Lieut. Cameron, Lieut. Black, three-quarters; J. P. Jordan, Milwan, halves; H. C. Sandford, (Capt.) E. R. Hallifax, P. W. Goldring, A. Lloyd, Lieut. Dumbell, Lieut. Strover, H. E. Rowley, J. F. Chard, forwards.

A LONDON correspondent was recently informed that Mr. Evelyn Cecil's Inter-departmental Committee, which was appointed to inquire into the means of conveying the Eastern and Australian mails on the expiration of the present contracts in 1905, has settled the terms of its report to the Postmaster-General, and the result of these will be awaited with interest by the public.

THE *Universal Gazette* hears that Viceroy Tsen has appointed Li Taotai to capture Li Pei Hui, the notorious robber-chief, in Kwangtung. Thinking that his force cannot maintain long against the troops sent to capture him, every time numbering several thousand, strong the robber-chief has been to Li Taotai some specially chosen followers of his to offer to surrender with all the men under him. Li Taotai has appointed a special military officer to Sikang with the object of persuading the robbers to surrender to superior force.

MR. Arnold-Foster's recent visit to the King at Windsor, following on Lord E. Her's visit to Mr. Balfour, is significant of the King's resolve to look into the new proposals for the re-organisation of our military system for himself. One matter which is said to be causing special debate in the highest quarters is whether Volunteer corps can be safely established in Ireland. His Majesty has a great belief in the improved sentiment of the Irish people. He judges, no doubt, by their personal regard for him; but Ministers, though hopeful, are still a little apprehensive on the subject. Mr. Wyndham is anxious to propitiate the Irish labourers before anything bold is done in regard to further military schemes. The Volunteer problem just now is hardly less serious than that of the Regulars.

GREEN ISLAND CEMENT CO., LD.

Following is the statement of accounts for the year 1903:—

PROFIT AND LOSS ACCOUNT.	
Exchange	106.08
Interest	26,100.00
Consulting Committee's fee	1,500.00
Auditors' fees	400.00
Amount written off as depreciation for 1903	114,759.94
Balance	204,115.74
\$ 345,192.74	
Balance brought forward from 1902	\$ 25,676.74
Balance of working account:—	
From sales of cement	\$ 316,260.39
From sales of bricks, &c.	3,255.71
	319,516.01
	\$ 345,192.74
\$ 2,007,886.11	
BALANCE SHEET.	
Liabilities.	
Capital:—	
100,000 shares @ \$10 fully paid up	\$ 1,000,000.00
Reserve fund	330,000.00
Due to general managers	2,371.70
Sundry creditors	45,414.01
Company's bankers	427,984.66
Balance of profit and loss account	204,115.74
	\$ 2,007,886.11
Assets.	
Green Island, Macao:—	
Buildings and machinery as per last statement	\$ 228,000.00
Since expended	23,627.09
	251,627.09
Less Depreciation	15,627.09
	236,000.00
Cement, raw material, &c. in stock valued at	123,027.67
Hok Un, Hongkong:—	
Land, buildings and machinery, as per last statement	\$ 1,000,000.00
Since expended	100,975.57
	899,024.43
Less Depreciation	1,000,975.57
	1,034,000.00
Cement, raw material, &c. in stock valued at	291,306.82
Deep Water Bay Works:—	
Land, buildings and machinery as per last statement	\$ 56,500.00
Since expended	29,112.28
	85,612.28
Less Depreciation	5,612.28
	80,000.00
Bricks, pipes, &c. in stock valued at	24,309.46
Cement on consignment valued at	6,408.00
Office furniture as per last statement	\$ 1,000.00
Less depreciation	300.00
	700.00
Sundry debtors	146,769.44
Value of premium on unexpired policies	1,377.94
Steam launch, steam lighter, lighters, junk, &c.	\$ 86,000.00
Since expended	15.00
	85,985.00
Less Depreciation	26,245.00
	59,740.00
Cash on hand	4,716.78
	\$ 2,007,886.11

We have examined the above statements with the books and vouchers of the company, and certify the same to be correct. W. H. FORRESTER, Auditor. Hongkong, 22nd March, 1904.

SANITARY BOARD.

At a meeting of the Sanitary Board tomorrow, the President, pursuant to notice, will move:—That the Board, under the provisions of section 30 of the Public Health and Buildings Ordinance, 1903, deputise Inspector Thomas Abley to institute summary proceedings before a magistrate against any person contravening any of the bye-law duly made under section 16 of the Public Health and Buildings Ordinance, 1903, when so instructed in writing by one of the Medical Officers of Health; and That the Board, under the provisions of section 256 of the Public Health and Buildings Ordinance, 1903, deputise Inspector Thomas Abley to institute summary proceedings before a magistrate for the recovery of any penalty imposed by part II of the said Ordinance or any bye-law made thereunder when so instructed in writing by one of the Medical Officers of Health.

THE NAVY AND BORNEO COAL.

In the House of Commons on 16th ult, Mr. Weir asked whether, having regard to the fact that coal was available in British North Borneo, the Defence Committee had yet considered the expediency of acquiring some portion of the Chartered Company's territory with a view to the establishment of a naval station at Gaya Bay.

Mr. Akers-Douglas: It is not desirable to make public the decisions of the Defence Committee.

THE EVACUATION OF WEI-HAI-WEI.

Replying to a letter in the *Morning Post*, Admiral E. R. Fremantle says:—"I intend to know why we are scuttling out of Wei-Hai-Wei. The answer is that it would cost £50,000 or £60,000 to defend it as originally intended, and that when it was occupied as a counterpoise to Port Arthur we forgot the Biblical maxim of 'sitting down first and counting the cost.' But, it will be said by those who have no sense of proportion, '£50,000 or £60,000 will only put up a few guns sufficient to resist a couple of cruisers, and to protect Wei-Hai-Wei against a powerful Fleet and Army would cost millions.' This is true, and we had better, if such an attack is probable, at once dismantle Hongkong and Singapore, as an enemy which has command of the sea and a powerful Army would soon make short work of the small garrisons defending those two important coaling stations. Then it may be asked—Is Wei-Hai-Wei of any value to us? It appears to me to be exactly what we require as a northern base in every respect, and it has been found most useful in peace time, while as our experience in 1900 showed it would be invaluable in war. No; the real reason is that we cannot afford £50,000, and it would only cost the Government half that sum to remove stores and burn coal. Probably the mercantile community would some day have to pay a ransom of £100,000, but that is their affair, and they had foolishly imagined that the British flag would afford them protection. Other countries, it is true, act differently and with more forethought. Russia has, I believe, spent one million and a half of pounds on Port Arthur, and Germany three and a half millions at Kiao Chow. Probably they counted the cost when they took possession, and I remember semi-officially stating, when these ports were occupied, that they would require an expenditure of, say, two millions for Port Arthur and three to five millions at Kiao Chow if they were to be developed as naval bases, while our purposes at Wei-Hai-Wei could be accomplished at a comparatively trifling expense for dredging and defence.—Yours, &c., E. R. FREMANTLE, Admiral. Feb. 8.—*Morning Post*.

FRANCE AND SIAM.

THE NEW TREATY.

The new Franco-Siamese treaty is considered to be more favourable to France than that of 1902. The following is a summary of the Convention:— The Convention confirms all advantages of the preceding Convention of 1902. In addition it contains a series of clauses which assure to France an economic and political influence in Siam and Laos and in provinces adjoining the Great Lake, where for some years past Siam has been endeavouring to destroy the local authority and to substitute Siamese gendarmes for the native police. These attempts will not be repeated, as Siam undertakes to maintain in these provinces a police force composed exclusively of natives, officered by Frenchmen. When security is assured works of public utility will be begun, under the direction of French engineers. France is to occupy Chantabun until the new Franco-Siamese boundary is fixed by a small commission, especially the position of the frontiers between the Great Lake and the sea river, which has not been delimited since 1867, and until the territory reverting to France has been handed over. French engineers will be able to facilitate access to Ubon, the chief town of the rich valley of the Nam Mun, by making roads and by hydrographic works. This will allow French Indo-China to exercise an economic influence and to create outlets for merchandise, from Saigon along the right bank of the Mekong, in all the commercial centres designated by the Governor-General of Indo-China. Siam has conceded territories in which commercial and navigation establishments will be founded. Railways constructed in Siamese territory will supplement the Mekong, which presents many obstacles. Thus France will occupy a number of points on the right bank, which will render useless the 25-kilometre zone, the object of which was to prevent the Siamese from establishing themselves on the left bank of the Mekong. Further, Siam renounces all claim to sovereignty over several districts of the right bank of the Mekong. The question of provinces is settled in accordance with the demands of France. Siam accepts the present limit and the jurisdiction of France is complete over all her protégés without distinction.

NOTES FROM KWANGSI PROVINCE.

Recent dispatches from Kwangsi report that malcontents and bandits of that province are beginning once more to start upon their guerrilla warfare against the Government and Viceroy Tsen is making elaborate preparations to put a stop to it. To do this, he has been again drawing upon other provinces for reinforcements, no less than 6,000 men being asked for from the Governor of Shensi alone. It is also stated in reliable quarters in Canton that Viceroy Tsen intends to make a careful selection out of all the troops he has drawn from the various provinces, as well as from the regiments he has himself raised and organised in Kwang ung province, and with these picked battalions form the nucleus of a proposed army of 40,000 reliable soldiers who are to be entirely armed and provided with the best rifles procurable and drilled and organised after the modern style. These troops are to be held ready for transport to the North, with Viceroy Tsen himself at their head, whenever circumstances of war require their presence outside Shanhai-kwan.—*M. C. D. News*.

THE KOWLOON-CANTON RAILWAY.

In the House of Commons, on 18th ult, Mr. Weir asked the Under-Secretary for Foreign Affairs, having regard to the fact that the preliminary agreement for the construction of the Canton-Kowloon Railway was signed on March 28, 1898, and that the construction of the line was contingent on arrangements being made or financing the Shanghai-Nanking Railway, whether he would state the amount required for the construction of the latter line, and when the British and Chinese Corporation expected to be in a position to proceed with the work of construction.

Earl Percy: I understand that it is estimated that the cost of the Shanghai-Nanking Railway, including the land required, will be £3,250,000. I regret that I am not at present in a position to answer the second part of the hon. member's question.

THE "CENTURIONS" GUNS.

The sighting gear of the guns of H.M.S. *Centurion* is the subject of a communication made by the Earl of Selborne to Mr. Lucas, M.P. Lord Selborne points out that it is an error to suppose that perfect gear can be obtained merely for the ordering. Sighting gear has to be specially designed to fit the particular mounting of each gun. In the case of the *Centurion's* 10-in. guns exceptional difficulties were presented. The Admiralty requested Messrs. Armstrong and Co. to supply these guns with turret sights and gear, which should possess every modern improvement. These, although superior to the old ones, were not wholly satisfactory, not on account of the sights, which were perfect, but on account of the attachment and gearing to the mounting. The Board instructed the firm to make alterations which they are now doing so. Messrs. Vickers, Ltd., have also been instructed to try. In the meantime the *Centurion* had gone back to the China station a far more efficient ship than she was before, and Lord Selborne thinks that a far more reasonable course than shutting her up in Portsmouth basin.

MILITARY AUTHORITIES v. THE PRESS.

Under the above heading the *China Times*, the late editor of which paper is to be deported for criticising the Russians and for refusing to find security that he will not do so again, makes the following remarks:—

An individual is charged without his knowledge, with a crime—that of instigating or tending to instigate a breach of the peace. Proceedings are taken, still without his knowledge, to act against him under a criminal clause. It is a clause usually applied to incorrigible reprobates of an abandoned character, destitute alike of property and self-respect, with whom nothing can be done but to clear them out. This is the procedure applied to the general manager of a public company, in a responsible position, and of some reputation, and known to be possessed at least of Tls. 30,000 by the very contract registered at the British Consulate on the foundation of the company. The charge is heard and decided upon, still without his knowledge, and he is found guilty. The accused, then, becomes the judge, verdict and sentence are prearranged; thereupon, and not before the accused is summoned to appear before a Court and receive sentence. No accused appears, no evidence is given; the accused is not asked or allowed to plead guilty or not guilty; he is told at the outset that he is guilty of an offence and that he must give surety not to repeat it. Now the prisoner may or not have been guilty of the offence but he declines to be told so on the strength of an ex-parte statement made by he knows not whom, to which he is not permitted to reply, and of which not one word has been communicated to him. The judge says "I am satisfied you are guilty; you shall give surety." The prisoner says: "I am not guilty till I have been tried in open court before my peers on openly stated evidence by an unprejudiced judge who has heard my defence on the merits before he delivers sentence."

If this were a small matter one might well have given way for the sake of peace. It is a most desirable thing to listen with respect to the voice of authority, and to defer to it even if one feels disposed to differ. But no man is justified in waiving his rights as a freeborn man under any consideration. From the time of King John it has been the sacred right of every Englishman that before his liberty be interfered with, he shall be tried before his peers. No Englishman must forget that. If he forgets it or forgoes it he is a traitor to his country and to the liberties of his fellow countrymen, a traitor to his forefathers who fought and died to give him those rights; a

traitor to his friends, his family and his God. No considerations of money, comfort, liberty or deference to authority, can affect him. So long as he breathes the air as a free man he must see to it that he yields up no portion of his personal rights. Though prudence, discretion, self-interest, the advice and exhortations of friends, the beseechings of his family, and all things may point to submission, he must not submit. Though he be reduced to destitution, treated with indignity with felons and placed in gaol, he shall not consent to give up one title of his individual right. By these means, and by no others whatever are individual rights preserved.

It must not be assumed that either the authorities or the accused in the present case are animated by any but the most proper feelings. Certainly we believe the authorities to be acting not only without desire of unfairness but with every wish to be perfectly just. On the other hand we must claim that the accused also be given credit for proper feelings. He is not actuated by a desire to create a stir or to pose as a martyr, or to secure notoriety which shall recompense him, perhaps, for indignities. Let all imputations of this sort, if such exist, be swept aside. The question, though it may centre round ever so obscure a person, is the greatest question a man can raise—the question of his individual liberty.

Now the authorities, as we very well recognise, feel perfectly justified in the course they have followed. We have no quarrel with them; we have ever regarded them with the deepest respect, and on no occasion have knowingly disregarded their wishes. Subject only to the limitation abovementioned, we are ready to sacrifice everything to comply with their view—everything except our rights.

At the risk of wearying our readers we must devote a few lines to considering the matter from the point of view of the authorities.

Under the 16th section of the China and Japan Order in Council of 1865—the section under which the present proceedings have been taken—it is provided:—

When it is shown on oath, to the satisfaction of any of her Majesty's Courts in China or in Japan, that there is reasonable ground to apprehend that any British subject in China or Japan is about to commit a breach of the public peace,—or that the acts or conduct of any British subject in China or in Japan are or is likely to produce or excite to a breach of the public peace,—the Court may cause him to be brought before it, and require him to give security.

If the person required to give security fails to do so, the Court may order that he be deported from China or Japan to such place as the Court directs."

The Court, it will be noted, having once stated out on this path, has no option but to follow on with it. It cannot turn aside into another path. It is not permitted to put the defendant on his trial. The judge—who in this case is the Consul General—is simply to satisfy himself that there is "reasonable ground to apprehend," etc., and having done so, he is bound down to the procedure which they are now doing so. Messrs. Vickers, Ltd., have also been instructed to try. In the meantime the *Centurion* had gone back to the China station a far more efficient ship than she was before, and Lord Selborne thinks that a far more reasonable course than shutting her up in Portsmouth basin.

Our quarrel then is not with an individual or a group of individuals; not with the Russian Minister or Russian officers, not with the British Minister or British officers, but with the Order in Council. Presuming the Order in Council has been properly applied it is flatly contradictory to the rights of Englishmen granted them under Magna Charta. So far as we may be quarrelling with any individual, the individual in question is the learned and probably deceased gentleman who drafted this Order in Council in the year 1865 and who accidentally overlooked the constitutional rights of Englishmen in doing so.

This explanation will enable all to see that the accused is not quibbling over any small question of personal dignity or self-love. He stands face to face with a grave constitutional question—that question which has roused individuals to revolt and peoples to civil war, and in earlier years has upset dynasties and brought monarchs to the block. It is the question of the rights of subjects as against the prerogative of the Crown. Orders in Council are the orders made by the Sovereign advised by his Privy Council, a non-elective and non-representative body selected by the Sovereign himself. They are the personal orders of the monarch to his representatives abroad. It may be held that a British subject forfeits his rights by coming abroad. We know too well that it is often so in practice, and many a time it is necessary to concur. Yet may we not expect the defender of the Chinese editor of the *Shen Bao* to protect also the late editor of the *China Times*? For when it is laid down as a precedent and in full official form that an Englishman shall be brought up, tried, and sentenced before he is heard, human flesh and blood will not stand it, so much the worse for the Order in Council.

SHIPPING AND MALES.

MALES DUE. American (*China*) 21st inst. English (*Bengal*) 26th inst. Canadian (*Athens*) 26th inst. German (*Prinzess*) 26th inst. Indian (*Lightning*) 26th inst. Indian (*Langtang*) 26th inst. The *Apar* Co's s.s. *Lightning* from Calcutta left Singapore for this port this morning. The L. C. S. N. Co's s.s. *Langtang* left Calcutta for this port via the Straits on 19th inst. and may be expected here on 24th inst. The O. & O. S. S. Co's s.s. *Langtang* with mails, &c., which left Calcutta on 19th inst. for San Francisco via Shanghai, Yokohama, Kobe, and Seattle, Yokohama, and Seattle, arrived at her destination on 21st inst.

## TELEGRAMS.

(Reader's.)

## The War.

The *Temps* states that the French Minister at Tokio has protested, on behalf of Russia, against the bombardment of the quarantine station at San-shan-toa near Port Arthur on the 18th instant.

## Treachery of a Russian Officer.

A Russian officer attached to the General staff has been convicted at St. Petersburg of selling secret plans for the organisation of the field army to Japan. The officer has been executed.

## The Near East.

Five hundred Bulgarians divided into ten bands have crossed the frontier and are proceeding towards Strumitza and Monastir which are two intended centres of revolt.

LATER.

## Parliament—The Vote of Censure.

Sir Henry Campbell-Bannerman, in moving the vote of censure against the Government in regard to the Transvaal Chinese ordinance, said that the British workmen in the Transvaal would be snuffed out by the biggest scheme of human dumping since the "Middle passage" was abolished. The scheme in many respects was indistinguishable from slavery. He demanded the deliberately expressed views of the Transvaalers. Mr. Lytton in reply said that the Government would not have assisted the ordinance unless a preponderant majority of Transvaalers had been in favour of it; he cited the growing distress in the Transvaal and said that the cry of slavery was ridiculous. The contract would be circulated in the Chinese language in each village a month before the recruit arrived and the workers would receive from twelve to fifteen times the wages they would get in China. He denied that Chinamen were immoral.

## THE WAR.

## LAND WORK.

Frankly, Japan is taking a leaf from British practice, and vastly improving upon it, states the military correspondent of *The Times*. We have waged many wars, and have often struck hard and quick by sea, but seldom or never has our Army been ready to second this action at the outbreak of war. Japan is showing us how to wield that double-edged and mighty sword forged by union of all military effort to a common purpose. What matters if a few transports are sent to the bottom? There are 50,000,000 Japanese behind, and why should we be less ready to sacrifice 10,000 men during attack by sea than we are to lose the same number in a battle on land? So we see the great fleet of Japanese transports spreading their wings and take flight in the wake of the ships like a flock of wildfowl, and we can see for the Russian fowler on the Yalu, who sees them wheeling and circling round, but cannot tell whence they come nor whether they go, and can only turn round on his own axis and curse the strength of their pinions. The practice of Japan to-day stands as the ideal and model of national strategy, for an island Empire, and the nearer we can approach to it the more confidently may we anticipate the prevention of war in the wide territories under the British Crown.

## CAPACITY OF THE SIBERIAN LINE.

Colonel C. E. De La Poer Beresford, recently Military Attaché in St. Petersburg in an article in the *Army and Navy Gazette*, says:—The London daily press seems strangely misinformed as to the condition of the Siberian and East Chinese railways. It is true that at first it was ill-ballasted, the rails too light, the sleepers too far apart, and the trains rocked unpleasantly—almost dangerously. But so long ago as August, 1902, the change was taken in hand. It is no secret that in 1900, during the fourteen weeks that elapsed between the commencement of hostilities and the time when the rivers Shilka and Amur were closed by ice (Stretensk, the rail head on the Shilka being chosen as the base of operations), 52,000 men, 11,000 horses, and thousands of tons of stores were conveyed from Moscow to the end of the Trans-Baikal section. So that the number of men moved per week was even then 3,710 and of horses 710, not to speak of a few thousand tons of stores. This will work out to about 530 men a day of twenty-four hours. For the last six months Russia has been sending men and stores to the Far East, mostly by land, as fast as possible. The Trans-Siberian and Eastern Chinese railways have carried an average of 5,770 men a week from Moscow to Harbin. How many thousand tons of stores have been carried it is impossible to say. At times during the last two months as many as 15,000 men per week travelled.

## COLLIERS "HELD UP."

From the *S. F. Press* of 14th inst.—Captain A. Cunningham of the British collier *Fonar* reports having been stopped by a Russian torpedo boat in the Red Sea, and after an examination of her papers, she was allowed to continue her voyage. The Dutch steamer *Polphenus* was also held up in the Red Sea while on her way from Liverpool to Java. In this case the steamer fell in with the Russian squadron, but was also allowed to proceed after an examination of her papers.

## AN ADMIRALTY COLLIER.

Captain Gordon of the British Admiralty collier *Laduan*, which arrived here yesterday from Cardiff with 5,055 tons of patent fuel on board, reports that he encountered eight Russian men-of-war in the Red Sea, and when the vessel touched at Suvaib there were several "Dutch" men-of-war there. Captain Gordon has reported the above facts to Capt.

Stokes of the *Belgic*. The *Liban* left Cardiff on Jan. 29 and is expected to leave here on the 23rd instant.

## THE RUSSIAN SQUADRON IN THE RED SEA.

On his arrival at Colombo, Captain Nuttall of the s.s. *Natley Hall* informed a representative of the press, that on the evening of the 11th February, three days after he left Suez, he sighted fifteen Russian war vessels. Four were battleships and the remainder torpedo boats. They were between Center Peak and Jabelzukur, steaming westward.

## THE "MONGOLIA" CHASE.

EXCITING INCIDENT IN THE RED SEA. PASSENGER'S ACCOUNTS OF THE AFFAIR. A passenger, who landed from the P. & O. s.s. *Peninsular* which brought in the English mails, has favoured us (*Ceylon Independent*) with some details of the recent incident in the Red Sea, when the P. & O. s.s. *Mongolia*, bound from London to Australia, was chased by a Russian squadron.

The incident, he says, occurred on the 19th instant, twelve hours before the *Mongolia* got to Perim. It was about 11 o'clock in the forenoon, when many of the passengers were on the distant horizon they faintly sighted a fleet of five vessels. On sighting them the *Mongolia* ran up her flags. The next thing she observed was that one of the fleet detached itself from the others and tried to cut the *Mongolia* off. The P. & O. vessel was running parallel to the fleet when the detached ship from the other side steered in her direction and made this attempt. The *Mongolia* went on forging ahead until the boat which was pursuing them ran up a signal calling upon her to stop. The signal was to "stop instantly," communicated by the International Code by the hoisting of two flags in rapid succession. The signal was not made until it was seen that the fleet could not catch up the *Mongolia* without trouble. On the Commander of the P. & O. boat reading the signals, he gave orders that the engines should be stopped and this enabled the detached vessel of the fleet to come up to within a short distance of the mail boat, when it was ascertained that the vessel was a Russian torpedo destroyer, and had a Russian Admiral on board, whose name they did not ascertain.

Before the *Mongolia* stopped her engines and slowed down, it was noticed that the other Russian boats were stoking up and tried their hardest to keep up with the *Mongolia* which at about this time was running at the rate of sixteen and a half knots an hour, though she is quite capable of doing nineteen knots. The Russian torpedo destroyer was probably the fastest of the five other ships, but even she, when seen by a naval officer who was on the P. & O. vessel at the time of this incident, was pronounced incapable for one of her classes to be able to do more than eighteen knots. On the *Mongolia* stopping, the Russian vessel steamed up alongside to about two hundred yards off and when it was about amidships it turned round and steamed back to its fleet, at the same time flying the signals "Excuse me." The Russian fleet then disappeared behind the horizon they were in sight for about an hour altogether.

"Could you or anyone on board say why the Russian men-of-war insisted on stopping you?" asked a representative of this paper. "Well, not one on board knows. The British flag—the blue ensign—was flying the whole time."

"And how was this interesting incident taken on board by the passengers?" "Some were amused, others indignant and not a few were, perhaps, frightened. When I say frightened I mean that sort of feeling was confined to some of the ladies only. All on board were spectators of this affair, and will long remember it. We arrived at Aden the following Sunday at 6 p.m., and at 11 o'clock that night two of the British fleet lying in Aden waters moved their anchorage."

## GERMAN SQUADRON.

A Berlin correspondent of a home journal reports that the German authorities are now coming to the conclusion that the protection of their interests demands the presence of an increased naval force in Eastern waters. They consider that they must be prepared to guarantee the absolute safety of the Kiaochow district, and to deal with a possible revolutionary movement of the Chinese population, and there are signs that the dispatch of a powerful squadron from Kiel is in contemplation. Ironclads of the *Kaiser* class have received orders that point to the probability of their soon going to sea, though nothing definite is yet known. These vessels have over 11,000 tons displacement, are most powerfully armed, and have a crew of 651.

## WAR NEWS AT HOME.

Writing from home when the last mail left, a correspondent says:—

Although the war is now only a few days old there are few outward signs in London of public excitement. On Monday an office in Fleet-street hung out a Japanese flag, but it was significant that many in the street did not recognise it, and I know at least one man who was stopped and asked to shed some light on the rising sun. Another sign was the appearance of a life-size photograph of Viscount Hayashi in the window of a camera shop in the Strand. It attracts quite a crowd, but not so many as does a collection of photographs of Russian warships (including the torpedoed *Rituzan*) in a printshop at Charing Cross. The loudest evidence is of course the evening newspaper, which is breaking out to a degree which recalls the dark days of the Boer war. Still, even in the music hall there are only sporadic references to the "gallant little Japs," and at the first night at the Savoy Theatre the audience was quite lethargic to several robust verses about the war. Sooner than other cities, London usually finds ways and means to demonstrate her excitement, but although every one is talking about the conflict there is little yet to make the stranger aware of London's interest in the big events on the other side of the world.—*Manchester Guardian*.

## THE WEAKNESS OF PORT ARTHUR.

The well-known special correspondent of the *London Daily Telegraph*, Mr. Denaci Burleigh, has been writing a series of chatty letters to that journal on his journeyings in the Far East.

"It took nearly four hours to reach Port Arthur from Dalny," says Mr. Burleigh in one of his letters. "The wash of the surrounding hills ran down into the narrow valley and its branchings, and was carried seaward, the little loch or ford, behind the gap in the range that gives haven and shelter from storms at Port Arthur, must have been a big, a deep, and a fine anchorage. Time has silted up the harbour, and it will take three or four dredgers now at work two years or more to make wide channels up to the new quays. Not very much has been done towards extending its anchorage area since the Chinese authorities were turned out by the Russians. But works, whereat over 10,000 coolies are employed, are in progress. These include the filling up of the old fresh-water lake, near the inner dock basin; the making of three 700 ft. long new docks, for the refitting of their warships; the removal of the whole of the old towns, Chinese and European, to new quarters two miles farther up the valley; the creation of railway sidings, wharves, roadways, bridges, and what-not. And besides all these, provision has been made, and millions of roubles have been already expended upon levelling and cutting away hills for fortifications, the making of a great palace for Admiral Alexieff, the Governor, and a Russian cathedral. Besides, there is more in progress, to wit, lines upon lines of streets, tenements, shops, with, of course, the phantasy of parks, squares, and public gardens, whereon there is a band-stand and some rock-work, but, as yet, not a tree, and barely either shrub or suggestion of grass."

"Fortis of no mean kind, and of great magnitude, can be counted not in units, but by tens, between Dalny and Port Arthur. The industry displayed upon every hand in railway construction, housebuilding, the erection of fortifications, the making of docks, roads, and the improvement of the harbour, was admirable and commendable. Nor do I, nor can I, easily enumerate all the works that were being pushed forward, with, perhaps, ruthless, but unflagging zeal, and much prescience. Day and night operations go forward, designed to make Port Arthur a commercial emporium and a great naval arsenal."

"I still hold that Port Arthur is over-fortified. Its frowning works, mounds of earth, and bastions of granite rock, its glacis and its trenches, circling and crowning some score or more of often remote and disconnected hills that can be dominated from other heights, render them open to attack and capture in detail. And to such a form of assault they are further peculiarly exposed, for the scorings of the soil are numerous and deep. Gullies traverse the hills in all directions, and there is magnificent cover for riflemen, often up to within 300 yards or less of the nearest outlying defences of the main works. Against, scarcely half the forts are completed or have any guns in position to check an attack delivered from the land side. It is intended, once the harbour has been deepened over a greater area, to open a new channel, cutting this silted sand in a direction opposite the existing basin upon the far side of the waterway. By that means the commercial marine would have its own part of the harbour and direct access to the traders' wharves and the new railway sidings."

"The Russian ships rarely go out either for target practice or for steaming manoeuvres. From such information as I could gather, as well as what I saw for myself, they are slack in their sailor duties, for the officers spend much of their time ashore, and the ideal of Russian life seems to be finding enjoyment and solace in such amusements as a very 'tarry' town affords. Again, it may be that as the Russian ships are not taken either out or into the harbour under their own steam, but are hauled by tugs and directed by local pilots, there is an excuse for their not being out and about at sea every day. The fact that the officers do not handle their own ships under the vessel's own steam indicates either a want of confidence or a want of experience upon the part of their naval commanders. The pilots and tug captains, by no means all Russians, are now to be set a new trial, for the fleet is to be tested by being towed out and into the harbour during the night. As the entrance is straight, wide, and clear, though but of moderate uniform depth, and the rocky hills stand out boldly, there should be no serious difficulty or risk in the adventure. From a frequent inspection of the fleet's targets after practice it is evident the shooting is of very mediocre quality. The target was never towed at any great speed nor was the range a long one, but it was rarely ever hit or put in danger. Of course I am told it is different with the artillerymen—the garrison gunners in the big shore batteries that frown from every hill—they can shoot well, and many of the cannon are of great size."

"Barracks, barracks, and military quarters, built and building everywhere, was what I saw all the way to Moukden. Upon arriving there, one saw the accustomed crowd of Russian uniforms, Russian letters, and the Russian flag floating over that of the fiery Chinese dragon. I hired a ricksha, with a coolie for driver and another for pusher, and set out upon a long five-mile run through the ancient three-walled capital of Manchuria, the home of the Manchu Kings, for the suburb of Tung-Wang, where the missionaries dwell. I found Russian sentries on guard at the gates, as, later on, I found and sent some home photos of them and their officers, in occupation of the Palace of the Manchu dynasty, standing by the throne, and in the temples, and other buildings."

## IN PORT ARTHUR.

PREVAILING CONDITIONS. Two steamers arrived from Chefoo yesterday, the *Fungshan* and *Haiting*, and by one of them a friend of Shanghai received a letter from a friend in Port Arthur, saying the *Shanghai Times* of 19th inst. The missile, which was

dated the 9th inst., having been taken to Chefoo by the British steamer *Foxton Hall*, which arrived there on the 12th.

The letter throws much valuable light on the condition of affairs in Port Arthur up to the time of the last bombardment and the fact that the writer has been in the Russian citadel since the outbreak of hostilities. The letter reads in part as follows:

"I have much to say which I dare not put on paper, for every letter leaving here is opened and if the contents are found to be derogatory to the Russians the letter is destroyed and its writer is made the object of much discomfiture in many indirect ways, even if worse does not befall him. I am taking the chance of smuggling this aboard a steamer which I hear is leaving for Chefoo in a day or two."

"I wish I were well out of this, but circumstances are such as to prohibit my getting away, at least for the present, as I have work to do for the Government and while my remuneration is large my every move is watched and a frustrated escape would mean short shift for me."

"Of course you have heard all about the first three bombardments and how the Russians were caught napping and the pride of their fleet rendered shattered and useless. The number of the killed and wounded in the several bombardments has been something awful and all hospitals are full, and a dozen temporary ones have been erected and even these are crowded to capacity limits and the medical assistance at hand is sadly inefficient to cope with the demands made upon it. Altogether 235 sailors and inhabitants, including Chinese, have been killed or succumbed to injuries and the number of wounded is nearly as many again. Nearly all the Russian warships have suffered severely, but especially the battleships *Retovian* and *Cesarevitch* and the cruiser *Pallada*, the complements of which have been sadly decimated."

"The Chinese of the place became thoroughly demoralised as soon as the first shell was fired last month and hundreds of them took to the hills in droves, some very scantily clad, and were herded to and fro by the falling shells like sheep. Sometimes a shell would drop right in their midst and the slaughter would be terrible."

"The Russians who are wounded receive the first consideration at the hospital and the unfortunate Chinese come a long way after, while the Japanese, in the majority of cases, are left to shift for themselves as best they may."

"The feeling against the Japanese here is fanatically intense and it would have been well for them could they have all got away, before hostilities commenced. They are all considered as spies and are maltreated on the slightest pretext. As an illustration of this I will mention that companies of soldiery have been told off and instructed to seize every Chinaman they could lay their hands on and twist his cue to find out if it were real or if its owner were a Japanese spy in disguise. A dozen of the latter have been discovered and shot on the spot, their bodies being left to rot where they fell."

"Frantic endeavours have been made to repair the *Retovian*, *Pallada* and *Cesarevitch* and the forlorn hope has been conducted under the supervision of an Englishman who receives \$300 per day for his services. All three vessels have been patched up so as to be moved about under their own steam, but it is very doubtful if they will be fit for active service again until they have been docked and thoroughly overhauled."

"At present the calculation is to plug them up sufficiently so as to be able to utilise them for harbour defence. They are all badly crippled and literally shot to pieces."

"The soldiers and sailors here are working like Trojans, for they realise that it is a question of life or death to them and no efforts are being spared to repel a land attack, which it is confidently expected will be made in the near future. Many of the big guns from the ships have been landed and placed in the forts, the shore batteries having so far lamentably failed to come up to expectation."

"Every man available is working night and day outside the city, helping to throw up earthworks and to place the guns brought from the ships in position thereabouts. There are enormous quantities of dynamite in the city and this has been used in mining some of the easiest approaches to the place. Miles of barbed wire have also been used in the preparations against assault by land."

"There is plenty of food here but it is carefully husbanded, for a long siege is anticipated and already prices are high enough to cause great suffering among the poor population. A cargo of cattle was successfully landed a few days ago and three more cattle ships are expected during the next week."

"The weather is bitterly cold and the population as a whole is completely demoralised. The reverses sustained have driven more than one well known man out of his mind and several suicides among military and naval officers have been reported. Attempted desertions have been frequent and already forty soldiers have been shot for this reason. I should say that there are ten thousand Russian soldiers in the place to-day."

"What is thought to have been the Japanese fleet has been sighted twice during the past two days and another bombardment is fearfully awaited. So far the forts have not sustained material damage but a large number of business houses have been razed to the ground, and there have been several outbreaks of fire caused by the shells which proved troublesome here to last a year even if there were a bombardment every day."

## ITS EFFECTUAL BLOCKADE BY THE JAPANESE.

The China Merchants' steamer *Fungshan* reached Chefoo on March 14. On the evening of the 15th a formidable fleet of Japanese warships appeared off the harbour, creating some consternation among the inhabitants of the port by the use of searchlights, playing them on the harbour and the north shores of the bluff. The fleet did not enter the harbour, they being apprised, no doubt, of the absence of the enemy."

Officers of the *Fungshan* report everything as being very quiet at Chefoo. When the ship left that port there were only three vessels in the harbour. Prior to the breaking-out of hostilities, the harbour used to be alive with

craft principally engaged in trade with Port Arthur. So effectual has the blockade become that the most daring skipper will not hazard losing his vessel and cargo in attempting to run in, although there is a big money in it, as many declare, if he succeeds. Formerly there were big cattle shipments to Port Arthur from Chefoo. This traffic has been abandoned. There was formerly a large Japanese population at Chefoo. The Japanese have nearly all left the port, and what few remain are preparing to go."

"Notwithstanding the proximity of Chefoo to Port Arthur," said J. M. Miller, second officer of the *Fungshan* to a *Times* reporter, "there is less war news from Port Arthur at that place than there is in Shanghai. When we reached Chefoo the steamer was boarded by many anxious to obtain the latest war news, and particularly concerning Port Arthur. Many inquiries were made for Shanghai papers."

This statement by Officer Miller is further evidence of the effectual blockade of Port Arthur.

## Following are items from the N. C. D. News.

Tokio, 18th March.—A Russian destroyer was blown up on the 16th instant through coming into collision with an unbuoyed mine. Four of the crew were saved.

Confidential pourparlers have been taking place between the Ministers, the Elder Statesmen, and the Party leaders in the Diet, resulting in a satisfactory understanding as to the financial programme of the war.

General Kuropatkin is to arrive at Moukden on the 26th of March, and at Liaoyang on the 28th.

Kobe, 18th March.—It is officially announced that the Russian squadron under Admiral Makarov left Port Arthur on the night of the 10th with supposed intention to attempt a junction with the Vladivostok squadron. On the 13th they sighted Admiral Togo's scouts and returned to Port Arthur.

The musical comedy, *The Geisha*, which was being performed at the Paterburg, has been withdrawn on account of hostile demonstrations, to which it gave rise on the part of the public.

Two famous war artists are off to the front once more in Mr. Mellon Prior and Mr. Frederic Villiers—both on behalf of the *Illustrated London News*—the former with the Japanese and the latter on the Russian side.

M. Pelletan, the French Minister of Marine, has issued an order to hurry on the preparations for the departure of the cruiser *D'Assas* and the destroyers *Javeline* and *Pistolet* for the Far East. Only such equipment as is absolutely necessary will be completed. The *Javeline* and the *Pistolet* was to sail on 24th ult.

## COMMERCIAL.

Advices dated, Shanghai 19th inst., report business done:—Indo-Chinas at Tls. 62½ for March. Farnham, Boyds at Tls. 142½/143/144/145 for 29th instant, Tls. 145 for June, Tls. 147 for July and Tls. 148 for August. Langkats at Tls. 28½ cash, Tls. 28½ settlement and Tls. 300 for June. Gas at Tls. 110.

## TO-DAY'S EXCHANGE.

**Selling.**  
London—Bank T.T. .... 1/9½  
Do. demand ..... 1/9 13/16  
Do. 4 months' sight ..... 1/10 1/16  
France—Bank T.T. .... 2/27½  
America—Bank T.T. .... 44½  
Germany—Bank T.T. .... 1/85½  
India T.T. .... 1/35½  
Do. demand ..... 1/35½  
Shanghai—Bank T.T. .... 71½  
Japan—Bank T.T. .... 80½  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 109½

**Buying.**  
4 months' sight L/C ..... 1/10 3/16  
6 months' sight L/C ..... 1/10 5/16  
30 days' sight San Francisco & New York 44½  
4 months' sight do. .... 45½  
30 days' sight Sydney and Melbourne 1/10 7/16  
4 months' sight France ..... 2/34½  
6 months' sight " ..... 2/34  
4 months' sight Germany ..... 1/90  
Bar Silver ..... 26  
Bank of England rate ..... 4%

## To-day's Advertisements.

## THE HONGKONG FROZEN FOOD SUPPLY.

DEPOT No. 3, ICE HOUSE STREET.

Telephone No. 343.

FRESH SUPPLY OF FROZEN AUSTRALIAN PRODUCE just received by the China Navigation Co.'s s.s. "TAIYUAN," including MUTTON, LAMB, PORK, SPICED BEEF, RABBITS, HARES, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER, (80 cts. per lb.), CHEESE, HAM (PRIME, SMOKED).

Pass Books will be supplied to, and Credit Accounts kept with well known residents. Price Lists on application.

LAU KUE TONG, Manager.

Hongkong, 23rd March, 1904. [415]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

THE Company's Steamship

## "LOONGSANG."

Captain G. S. Weigall, will be despatched as above on WEDNESDAY, the 30th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers, and is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd March, 1904. [416]

## EOTHEN MARK LODGE,

No. 264.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zealand Street, on TUESDAY, the 29th instant, at 5 for 5.30 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd March, 1904. [417]

## ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zealand Street, on SATURDAY, the 2nd April, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 23rd March, 1904. [418]

## To-day's Advertisements.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW.

THE Company's Steamship

## "HAITAN."

Captain Roach, will be despatched for the above Port, on FRIDAY, the 25th instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS, LARPAK & CO., General Managers.

Hongkong, 23rd March, 1904. [419]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

## "SUISANG."

Captain James Young, will be despatched as above on TUESDAY, the 29th inst., at 3 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 23rd March, 1904. [420]

## S.S. "SALAZIE"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex s.s. *Mer*, and from *Crimée*, from Havre, ex s.s. *Mempis*, and from Bordeaux, ex s.s. *Ville de Bordeaux*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 10 A.M., TO-DAY, the 23rd instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 29th instant, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 29th instant, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 29th instant, at 3 P.M. No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 23rd March, 1904. [421]

## PUBLIC AUCTION.

THE Undersigned have received instructions from A. H. OUGH, Esq., to Sell by PUBLIC AUCTION,

## ON FRIDAY,

the 25th March, 1904, within his residence, No. 4, Macdonnell Road, at 2.30 P.M.

## SUNDRY

## VALUABLE HOUSEHOLD FURNITURE,

Comprising:—

SHANGHAI-MADE WARDROBE, TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, TEAKWOOD DINER WAGGON, WRITING DESK, BRASS AND IRON BEDSTEADS, TAPESTRY COVERED SETTEE, EASY CHAIRS, ICE CHEST, NEW COOKING STOVE AND UTENSILS, GLASS AND CROCKERY WARE, SILVER SALT CELLARS, &c., &c.

ALSO

One DOBSON BANJO with Handle by Bacon, One Frister and Rossmann SEWING MACHINE, and a Quantity of PHOTOGRAPHIC CHEMICALS AND APPARATUS; AND

One GRAND PIANO by Collard and Collard, London, (in good order and condition). Catalogues will be issued.

TERMS:—As usual.

## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"ANTENOR"	On 25th March.
GLASGOW and LIVERPOOL	"OOPACK"	On 31st March.
GLASGOW and LIVERPOOL	"JASON"	On 5th April.
GLASGOW and LIVERPOOL	"ACHILLES"	On 10th April.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 16th April.
GLASGOW and LIVERPOOL	"HYSON"	On 17th April.
GLASGOW and LIVERPOOL	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL	"DEUCALION"	On 1st May.
GLASGOW and LIVERPOOL	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL	"DARDANUS"	On 13th May.

S.S. "ANTENOR" left Singapore on the 20th inst., and is due here on the 25th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON & ANTWERP	"PAKLING"	On 29th March.
LONDON & ANTWERP	"MACHAON"	On 12th April.
GENOA, MARSEILLES & L'POOL	"IDOMENEUS"	On 14th April.
LONDON & ANTWERP	"TELEMACHUS"	On 26th April.
LONDON & ANTWERP	"JASON"	On 10th May.
GENOA, MARSEILLES & L'POOL	"ACHILLES"	On 20th May.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"NINGCHOW"	On 25th March.
	"HYSON"	On 19th April.

S.S. "TYDEUS" left Nagasaki for this port to-day, and is due here on 27th inst., at 5 p.m.

S.S. "PING SUEY" will leave Victoria, B.C., for Japan and Hongkong on 24th March.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd March, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"YOHANG"	To-morrow, p.m.
YOKOHAMA and KOBE	"TAIYUAN"	26th March, at Noon.
SHANGHAI	"SHANGHAI"	26th " " 4 p.m.
NINGPO and SHANGHAI	"HANGHOU"	26th " " 4 p.m.
AMOI, MANILA, CEBU and ILOILO	"CHENAN"	28th " " 4 p.m.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	8th April.

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light Unrivalled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 23rd March, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon amidships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 26th Mar., at 10 A.M.
RUBI	2540	R. W. Almond	"	SATURDAY, 2nd April, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 19th March, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,FOR  
PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail
"INDRASAMITA"	5,197	W. E. Craven	Mar. 24, 1904.
"INDRAVELLI"	4,899	R. P. Craven	April 24, "
"INDRAPURA"	4,899	J. T. Horne	"

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.DEPARTURES from Hongkong, on Week  
Days, at 7.30 A.M.; on Excursion Sundays,  
at 8.30 A.M.; from Macao, Week Days at about  
2 P.M. and Sundays about 7.30 P.M.  
FARE:—(Week Days) 1st Class (including  
cabin and servant), \$5; Return Ticket, \$5.  
2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st and 3rd Class  
Single Ticket, \$2; Return Ticket, \$3. Return  
Ticket including Tiffin and Dinner either on  
Board or at Macao Hotel, \$5. On Sundays,  
\$5 extra will be charged for each cabin with  
accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok  
Street.The Steamer runs an Excursion Trip EVERY  
SUNDAY. It takes only 3½ hours to reach  
Macao.MING ON & CO.,  
2nd Floor, No. 16, Victoria Street.  
Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

## "YING KING,"

Captain Ramsey, of 1,088 tons, Registered, is  
the newest, fastest, and most luxuriously  
furnished steamer on the line and is lighted  
throughout with Electricity; hot and cold water  
service. The cuisine is unexcelled.Leaving Hongkong every MONDAY,  
WEDNESDAY and FRIDAY EVENING,  
at 9 P.M. and returning from Canton every  
following evening at 5 P.M.

1st Class, \$3.00 for Single Journey.

2nd " 1.50 " "

Meals, 1.00 each.

The steamer's wharf is at the Western end  
of Wing Lok Street.YUK ON S.S. CO., LD.,  
No. 215, Wing Lok Street.  
Hongkong, 9th March, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.ALSO REDUCED FARES TO  
MANILA AND RETURN.STEAMERS fitted throughout with Electric  
Light, First Class Accommodation. Un-  
rivalled Table. Duly qualified Surgeon carried.

## BUTTERFIELD &amp; SWIRE,

Agents.

Hongkong, 1st February, 1904. [104]

## MESSAGERIES CANTONNAISES.

I. TREVoux &amp; CO.

HONGKONG-CANTON NIGHTLY  
SERVICE.

THE Commodious Steamer

## "PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton  
at 9 P.M., on SUNDAYS, TUESDAYS and  
THURSDAYS, returning to Hongkong the  
following Days, leaving Canton at 5 P.M., taking  
Passengers and Cargo as usual.The S.S. "CHARLES HARDOUIN,"  
Captain Noel, leaves Hongkong on MON-  
DAYS, WEDNESDAYS and FRIDAYS, at  
the usual hour.These Two Magnificent and Up-to-Date  
Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European ..... \$8.00

Second Class European ..... 3.00

First Class Chinese ..... 1.50

Second Class Chinese ..... .80

Deck ..... .30

The Company's Wharf is at the end of Queen  
Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,  
—THE PHARMACY, Queen's Road Central.  
Hongkong, 23rd March, 1904. [122]

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons	Captain
"KWONG CHOW" 1,309	J. P. MARTIN.
"KWONG TUNG" 1,238	H. W. WATKER.

Leave Hongkong for Canton at 8.30 Every  
Evening (Saturday excepted).Leave Canton for Hongkong about 5 o'clock  
Every Evening (Sunday excepted).These Fine New Steamers have unexcelled  
Accommodation for First Class Passengers and  
are lit throughout by Electricity.

Passage Fare—Single Journey ..... \$4

Meals ..... (Each) 1

The Company's Wharf is a Short Distance  
West of the Harbour Master's Office.SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [118]

CHINA COMMERCIAL STEAMSHIP  
COMPANY, LIMITED.

## 司公限有船輪華中

FOR MOJI, SALINA CRUZ, MEXICO,  
AND PORTLAND (OREGON).

THE Steamship

## "ATHOLL,"

Captain Watt, will be despatched for the  
above Ports, on SATURDAY, the 26th instant,  
at Noon.For Freight, apply at the Company's Offices,  
No. 20, Des Voeux Road.J. S. VAN BUREN,  
Superintendent.

Hongkong, 15th March, 1904. [138]

FOR YOKOHAMA AND KOBE.

THE Steamship

## "SUEVIA,"

Captain von Döhren, will be despatched for  
the above Ports, on SUNDAY, the 27th inst.,  
at Daylight.For Freight, apply to  
HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 18th March, 1904. [136]

STEAMSHIP SERVICE TO NEW YORK  
via SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

## "KENNEBEC,"

Captain Geo. R. Wallace, will be despatched as  
above on or about MONDAY, the 28th  
instant.For Freight or further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department.

Hongkong, 21st March, 1904. [137]

REGULAR STEAMSHIP SERVICE  
TO NEW YORK,

via PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"AFRIDI" ..... Early in April.

For Freight and further information, apply  
toDODWELL & Co., LIMITED,  
Agents.

Hongkong, 3rd March, 1904.

**BIG CURE**

**FOR MEN & WOMEN**

Big C is a non-poisonous  
remedy for any venereal  
discharge and inflammation,  
irritation or ulceration of  
mucous membrane. Painless  
guaranteed not to irritate.  
Prevents contagion.

SOLD BY CHEMISTS.  
Circular mailed on request.

Prepared by  
The Hyatt Chemical Co.  
CHICAGO, U.S.A.

## Consignees.

INDO-CHINA STEAM NAVIGATION  
COMPANY, LIMITED.FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE Company's Steamship

## "SUISANG,"

having arrived from the above Ports, Consignees  
of Cargo by her are hereby informed that their  
Goods will be delivered from alongside.Cargo impeding the discharge or remaining  
on board after 4 P.M. the 24th instant, will be  
landed at Consignees' risk and expense into  
Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 22nd March, 1904. [107]

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship

## "HAMBURG,"

of the HAMBURG-AMERIKA LINIE,  
having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Limited, Kowloon, whence  
delivery may be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 11 A.M.  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 25th instant, will be subject  
to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on FRIDAY, the 25th instant, at  
9.30 A.M.All Claims must reach us before WEDNES-  
DAY, the 30th instant, or they will not be  
recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

NORDDEUTSCHER LLOYD.

MEYER & CO.,  
Agents.

Hongkong, 19th March, 1904. [11]

CHINA COMMERCIAL STEAMSHIP

COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## S.S. "ATHOLL,"

FROM PORTLAND, O.

THE above Steamer having arrived, Con-  
signees are hereby notified that their  
Cargo is now being discharged into lighters, at  
their risk.

No Fire Insurance has been effected.

J. S. VAN BUREN,  
Superintendent.

Hongkong, 19th March, 1904. [138]

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamship

## "PALAWAN,"

FROM ANTWERP, LONDON, PORT  
SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
NOON, TO-DAY.Goods not cleared by the 25th instant, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignee's  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognised.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 19th March, 1904. [14]

**"Sanitas"**

10 AM

Unequalled

Purifying Agent

Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid  
is non-poisonous and non-staining, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and administered internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder  
is the best air purifier known, and a stronger  
antiseptic and deodorant than carbolic acid,  
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
faculty for use in hot climates, because of its  
fine disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles  
apply the safest and most convenient means  
of sulphur fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.

THE "SANITAS" CO., LTD.  
BETHNAL GREEN,  
LONDON, E.

## Publication.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong

THE leading English Newspaper in China

Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East

generally.

A daily newspaper with weekly edition

published for despatch by the homeward mail

The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.A special feature is made of full and accur-  
ate reports of local occurrences, and of mat-  
ters of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best

medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.Special attention given to effectively display-  
ing advertisements.The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adoptedThis standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week ..... \$ 2.85

One month ..... 7.50

Two months ..... 12.00

Three " ..... 18.00

Six " ..... 37.50

Twelve " ..... 73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts ..... 5 per cent.

6 " ..... 10 "

12 " ..... 25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages

\$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements

can be ascertained from the Manager.

Advertisements for the Daily should reach

the Hongkong Telegraph Office not later than

noon of the day they are intended to appear.

Unless otherwise specified all advertisements

will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES,

PAMPHLETS,

CARDS.

CIRCULARS,

EXPRESSES.

All job printing is done under European

supervision, well turned out, free from errors,  
and remarkably cheap at

## THE HONGKONG TELEGRAPH

Also JAFFREY'S popular EDINBURGH XXX TOUT in cases of 7 doz. plants.

# NOTICE.

**THE WEATHER WILL BE EXCEEDINGLY COLD** AFTER YOU PASS PORT SAID ON YOUR WAY HOME AND COLDER STILL SHOULD YOU GO VIA U. S. A. OR CANADA. YET YOU CANNOT AFFORD TO LOSE THE SPLENDOUR OF THE MEDITERRANEAN OR PACIFIC SEA BY NIGHT. THEREFORE A TRAVELLING RUG BECOMES A NECESSITY AND WM. POWELL, LTD., ARE PREPARED TO SUPPLY FINE SCOTCH RUGS FROM \$8.50 TO \$25.00. THESE WILL BE FOUND IN THEIR GENTLEMEN'S DEPARTMENT AT 28, QUEEN'S ROAD, WHERE THEY ALSO STOCK ALL OTHER TRAVELLING REQUISITES.

**BY THE WAY,** HAVE YOU HEARD THEY HAVE JUST RECEIVED 19 CASES OF NEW SPRING GOODS WHICH ARE NOW OPENED OUT, AND OTHER LARGER SHIPMENTS FOLLOW TO STOCK THEIR NEW PREMISES IN DES VCEUX ROAD WHICH WILL BE OPENED SHORTLY? ONE OF THE CHIEF FEATURES OF THE BUSINESS WILL BE THE GRAND WINDOW DISPLAY WHICH CANNOT FAIL TO ATTRACT THE ATTENTION OF EVERYONE IN THE COLONY.

**N.B.**—THE LADIES' DEPARTMENT IS AT PRESENT AT 34, QUEEN'S ROAD (UPSTAIRS).